



**COLUMBIA HELICOPTERS, INC.**

October 4, 2021  
U.S. Department of Transportation  
Docket Management System  
400 7th St SW  
Room PL 401  
Washington, DC 20591-0001

Dear Sir or Madam:

Pursuant to 14 CFR §§ 11.15, 11.81 and other pertinent sections of 14 CFR part 11, Columbia Helicopters, Inc respectfully requests an exemption from the Airborne Weather Radar equipment requirements of 14 CFR § 135.175(a).

Columbia Helicopters requests the extent of the exemption be subject to the following conditions and limitations:

1. The exemption is limited to those Boeing-Vertol 107-II and Kawasaki-Vertol 107-II aircraft configured with 0-19 passenger seats, listed on D085 of Columbia Helicopter's Operations Specifications.
2. This exemption is limited to operations conducted during Day visual flight rules weather conditions only.
3. Columbia Helicopters will not release a flight when thunderstorms or other potentially hazardous weather conditions are reported or forecasted along the route to be flown for the period of time required for the flight.
4. Procedures to be followed to determine the presence of thunderstorms must be included in the operations manual required by § 135.21. No operations under this exemption will be conducted until the method and procedures have been approved by the certificate holding FAA flight standards district office and have been included in the manual.
5. Flights will not traverse any area of known hazardous weather conditions.

Columbia Helicopters, Inc. is the holder of Air Carrier Certificate CHIA823C and operates a fleet of Model 107-II helicopters under A003 of the Operations Specifications. Aircraft are currently being operated under an approved seating configuration of 0-19 passenger seats.

14 CFR § 135.173(a) exempts helicopters operating under day VFR from the requirement to have either approved thunderstorm detection equipment or approved airborne weather radar equipment. Additionally, 14 CFR § 135.173(b) allows helicopters equipped with 10 or more passenger seats to operate Night VFR under certain conditions without the aforementioned thunderstorm detection equipment or airborne weather radar installed.

Similar FAA Exemptions have been granted for Columbia Helicopters (Exemption No. 18433), HTSI (Exemption No. 8810) and Croman Corporation (Exemption No. 17409A). These exemptions permit Transport Category helicopters to engage in passenger carrying operations without the installation of

airborne weather radar. As such, Columbia Helicopters contends that an equivalent level of safety will be achieved under the same conditions and limitations listed above.

We believe this exemption would serve the public interest through the decrease of regulatory burden and associated cost for the air carrier to maintain a system that, due to the operating profile of these aircraft, does not enhance safety of flight.

We also request this exemption be applicable for operations outside of the United States. Columbia Helicopters is a DoD approved Air Carrier holding a Worldwide Airlift Services Program (WASP) contract. This contract allows for worldwide tasking of aircraft on short notice. We believe this approval would also serve the public (and DoD) interest by facilitating rapid deployment of aircraft under the Conditions and Limitations of our existing Exemption No. 18433.

Pursuant to 14 CFR § 11.87, Columbia Helicopters further requests the FAA waive the requirement for publication of this petition in the Federal Register. Exemptions No. 18433, 8810 and 17409A are identical in nature as this petition and will not set a precedent.

If you have any additional comments or questions concerning the petition, please do not hesitate to contact me at the address below.

Sincerely,

A handwritten signature in purple ink, consisting of a large loop at the top, a horizontal stroke, and a series of loops and curves below.

Scott Janetsky  
Director of Flight Operations  
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